

# The Hongkong Telegraph

WEATHER FORECAST.  
FAIR.  
Barometer 29.60

(ESTABLISHED 1881)  
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August 12, 1914. Temperature 6 a.m. 79. 2 p.m. 87.  
Humidity 90. 61.

August 12, 1914. Temperature 6 a.m. 79. 2 p.m. 81.  
Humidity 91. 82.

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WEDNESDAY, AUGUST 12, 1914

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SINGLE COPY 10 CENTS  
\$36 PER ANNUM

## THE WAR.

### FRANCO-GERMAN ENGAGEMENT IN ALSACE.

#### GERMANS ADVANCE THROUGH LUXEMBOURG.

#### Austrians Advancing into Russia: Russians Marching on Lemberg.

[Router's Service To "The Telegraph."]

Aug. 11, 4.35 p.m.

Their Majesties the King and Queen visited Aldershot and received an ovation from the troops.

#### Fighting in Alsace.

The Germans attacked Mulhouse in force. A smaller French force retired brilliantly to a strong position, where they stemmed the German attack.

The French remain masters of Upper Alsace.

#### German Movements in Belgium.

The official Press Bureau says three German Army Corps are still opposite Liege and two Cavalry Divisions are at Tienen. Other German troops are entrenching along the line of the River Aisne.

Germans Advance from Luxembourg into Belgium.

A large German force from Luxembourg has now reached the Belgian frontier.

German patrols are reported as having been seen at Marche, Gedinne and Arlon.

#### Austrians in Russia.

The Austrians have advanced from Cracow towards Kielce.

#### Russians March on Austrian City.

The Russians are moving from Rovno on Lemberg.

#### Germans Again Repulsed.

Aug. 11, 12.25 p.m.

The Germans desperately attacked Fort Sereing, at Liege, on Sunday night, but were repulsed. It is estimated that 800 were killed.

#### The Territorials.

Aug. 11, 4 a.m.

The Government has countermanded the despatch of territorials to Ireland to replace the Regular troops.

Mr. Asquith has informed Mr. Redmond that Lord Kitchener will do everything to equip and organise the Volunteers.

#### Strikers and Suffragists Released.

Aug. 11, 4 a.m.

The strikers and suffragists who have been in prison have been granted an amnesty.

#### French Losses at Altkirch.

Aug. 11, 4 a.m.

It is announced in Paris that the French lost one hundred men at Altkirch.

#### German Prisoners.

Aug. 11, 4 a.m.

It is stated that there are now eight thousand German prisoners in Belgium.

#### Australian Navy.

Aug. 11, 4 a.m.

Reuter's correspondent at Melbourne states that the Commonwealth Navy has been formally transferred to the Admiralty till the conclusion of the war.

#### The Sunken Submarine.

Aug. 11, 4 a.m.

Mr. Churchill announces that H.M.S. Birmingham sank a German submarine on the 10th inst.

[H.M.S. Birmingham is a second-class cruiser of 5,440 tons.]

#### New Naval Aide-de-Camp.

Aug. 11, 4 a.m.

Admiral Sir George Astley Callaghan, K.C.B., G.C.V.O., has been appointed Principal Naval Aide-de-Camp and for special service on the war staff of the Admiralty.

[Admiral Sir George Astley Callaghan, K.C.B., G.C.V.O., commanded the Naval Brigade in China for the relief of the Legation at Peking during the Boxer troubles of 1900. He has held numerous important naval appointments, and in 1911 was Commander-in-Chief of the Home Fleet. He is a Grand Officer of the Crown of Italy and of the Legion of Honour. He is 59 years of age.]

## TELEGRAMS.

### COLONIAL OFFICE APPOINTMENT.

#### NEW UNDER-SECRETARY.

[Router's Service To "The Telegraph."]

London, Received August 11.

Lord Islington has been appointed Under-Secretary of State for the Colonies.

[Lord Islington, G.O.M.G., served in South Africa with the Yeomanry, where he won the Distinguished Service Order. He sat as member of Parliament (Conservative) for the Chippenham Division of Wiltshire from 1892 to 1910 and was Governor of New Zealand from 1910 to 1912.]

### THE FUTURE OF NAVIES.

#### Lord Sydenham's Reply to Sir Percy Scott.

Lord Sydenham writes to the Times as follows:—

The interesting correspondence which has been evoked by Admiral Sir Percy Scott's manifesto illustrates the difficulty of discussing questions of such wide scope and intricacy in the columns of a newspaper. Considerations of space cause each contributor to dwell only with some few aspects of the matter, drive him to express his views in dogmatic fashion, and exclude the calm reasoning which is essential to sound conclusions.

Speaking broadly, it may be said that the balance of opinion expressed in your columns turns heavily against the theory of Sir Percy Scott, and that the naval contributors are practically unanimous in this sense. Mr. Arnold White, on the strength of a story of manoeuvres, disapproved effectively by R.N., begs the whole question by asking, "What is the use of a ship that cannot remain in harbour and cannot come out of harbour?" But Mr. John Leyland, who has studied history, recalls Admiral Anson's dangerous mistake and wisely decides that "we must hasten slowly." I think it may be said with confidence that the young naval officers who are accustomed to handle our submarines do not follow Sir Percy Scott, although they, naturally and rightly, believe in the efficacy of their weapon within due limitations.

#### The Region of Conjecture.

It is impossible, within the limits of a letter, to deal with all the statements in Sir Percy Scott's second manifesto, many of which require lengthy treatment in order to bring their accuracy to the test of the knowledge and experience which we have at our disposal at the present time. The whole of Section IV, headed, "The necessity for having battleships," is based upon the initial assumption that "the submarine has driven the battleship from the sea." Accepting the theory, we must agree with Sir Percy Scott's estimate of what must necessarily follow. The theory, however, remains in the region of pure conjecture, unsupported by war experience, or by reasonable probability. Sir Percy Scott takes me to task for saying that in the Russo-Japanese war the performance of the torpedo "fell far short of reasonable expectations," and he refers to the damage effected on the "first evening." He omits to recall the fact that the Russian Fleet on this occasion culpably neglected the precautions available and suffered in consequence. The unprepared opponent may give the torpedo credit for opportunity, but the plain fact is not the efficacy of the torpedo, but the danger of unpreparedness. In the interesting discussion at

the Institute of Naval Architects, Admiral Sir R. Custance stated that of 5½ per cent. of torpedo hits obtained in this war 3½ per cent. were scored upon ships at anchor or not in motion. A further deduction must be made for hits obtained in the absence of due precautions, or upon ships previously rendered hors de combat by gun-fire. The net result would show the war efficacy of the torpedo to be distinctly disappointing.

Again, Sir Percy Scott will not admit that the submarine is a serious menace, so now when the submarine is extolled, we must endeavour by all possible means to increase our powers of attacking the newcomer. "Wars," as Lord Charles Beresford truly says, "were always won by attack and never by defence." It is the essential weakness of the submarine in its present form that it seeks to operate by evasion, and such methods whether on sea or land, have never obtained more than local and partial successes. The introduction of the submarine entails a new risk upon fleets at sea. The measure of that risk we have at present no means of determining with accuracy, but judging from all past experience, it will prove much less than the protagonists of the submarine now imagine. As matters stand, I firmly believe that any naval administration which acted upon the discredited doctrine now revived would court disaster, and that any naval commander-in-chief who looked up his battle fleet in port could securely count upon defeat. On one point I agree with Sir Percy Scott. "The additional expense" involved in translating his theory into practice "will be enormous." Had this been made clear at starting, support to his views might not have been forthcoming in some quarters.

#### The Ethics of War.

Sir Percy Scott does not refer to the amazing strategy which formed part of his original thesis, but he reasserts his belief in the employment of submarines to attack commerce, which Admiral Bacon stigmatises as "barbarous."

Capture of vessels at sea is an old right of war. The right to kill unresisting non-combatants, engaged in peaceful avocations, has never been recognized. The submarine cannot capture and must destroy. I do not believe that the sentiment of the world in the 20th century would tolerate for a moment proceedings which have hitherto been associated only with piracy in its blackest form. Considerations of humanity apart, there are strong reasons for believing that this relapse into savagery would not serve the purpose of the Navy which so far degraded itself, and I doubt whether Sir Percy Scott has thought out this part of his programme. I do not gather that he claims that the submarine can exterminate the battleship, and it must follow, on his theory, that our food supply is already defenceless and must remain defenceless against the attack of any power which possesses a fleet of submarine craft.

The general conclusions which I am prepared to defend at length, but which I am compelled to state in a dogmatic form that I greatly regret, are the following:—There is at present no valid reason to suppose that the surface ship, especially the battleship, is doomed to disappear, and it would be most dangerous to set upon the theories of Sir Percy Scott. Only a very foolish person would attempt to set limits to future developments whether of aircraft or of submarines. While continuing to maintain our naval strength in its present form, we must go on steadily improving the new weapons. The war performance of surface torpedo craft have fallen far short of the confident expectations which were once prevalent. It would not be possible now to create a force based upon the potentiality of the surface vessel, and only the

introduction of submersible boats could have led to the present controversy. We are prevented from carrying out practical experiments with these boats because of the grave risks to life which they would involve. This is unfortunate, because some of the claims set up for them—that of breaking into a protected harbour, for example—might otherwise be brought to an effective test. Our true policy is perfectly plain. As we did when the advent of the torpedo boat was regarded as a serious menace, so now when the submarine is extolled, we must endeavour by all possible means to increase our powers of attacking the newcomer. "Wars," as Lord Charles Beresford truly says, "were always won by attack and never by defence." It is the essential weakness of the submarine in its present form that it seeks to operate by evasion, and such methods whether on sea or land, have never obtained more than local and partial successes. The introduction of the submarine entails a new risk upon fleets at sea. The measure of that risk we have at present no means of determining with accuracy, but judging from all past experience, it will prove much less than the protagonists of the submarine now imagine. As matters stand, I firmly believe that any naval administration which acted upon the discredited doctrine now revived would court disaster, and that any naval commander-in-chief who looked up his battle fleet in port could securely count upon defeat. On one point I agree with Sir Percy Scott. "The additional expense" involved in translating his theory into practice "will be enormous." Had this been made clear at starting, support to his views might not have been forthcoming in some quarters.

#### Sir Percy Scott's Rejoinder.

Lord Sydenham is not a seaman but a soldier, and he cannot be expected to appreciate the technical points in my argument.

With reference, however, to the question of the attack of our commerce by submarines he says:—

Capture of vessels at sea is an old right of war. The right to kill unresisting non-combatants, engaged in peaceful avocations, has never been recognized. The submarine cannot capture, and must destroy. I do not believe that the sentiment of the world in the 20th century would tolerate for a moment proceedings which have hitherto been associated only with piracy in its blackest form. Considerations of humanity apart, there are strong reasons for believing that this relapse into savagery would not serve the purpose of the Navy which so far degraded itself, and I doubt whether Sir Percy Scott has thought out this part of his programme.

This I consider a dangerous and most misleading doctrine, because it is calculated to make the British public believe that their food supply will be safe in time of war. In order to make its fallacy manifest, I will quote the following extract from a letter written by a foreign naval officer:—

If we went to war with an insular country, depending for its food on supplies from overseas, it would be our business to stop that supply. On the declaration of war we should notify the enemy that she should warn three of her merchant ships coming home not to approach the island, as we were establishing a blockade of mines and submarines. Similarly we should notify all neutrals that such a blockade had been established, and that if any of their vessels approached the island they would be liable to destruction either by mines or submarines, and therefore would do so at their own risk.

Such a proclamation would, in

my opinion, be perfectly in order, and, once it had been made, if any British or neutral ships disregarded it and attempted to run the blockade, they could not be held to be engaged in the peaceful avocations referred to by Lord Sydenham, and if they were sunk in the attempt, it could not be described as a relapse into savagery or piracy in its blackest form. If Lord Sydenham will look up the accounts of what usually happened to the blockade runners into Charleston during the Civil War in America, I think he will find that the blockading cruisers seldom had any scruples about firing into the vessels they were chasing or driving them ashore, and even peering them when stranded, with grape and shell. The mine and the submarine's torpedo will be surer deterrents. Trade is timid. It will not need more than one or two ships sent to the bottom to hold up the food supply of the country.

## THE LATE MRS.

### WOODROW WILSON.

#### President's Wife's death due to Bright's Disease.

The *Cable News American* of August 8 has the following:—Mrs. Woodrow Wilson, the wife of the President of the United States, died at the White House yesterday of Bright's disease. Mrs. Wilson had been ill but a very short time and for 24 hours before her death her life had been despaired of. At her bedside when she died were the President, and Mrs. Wilson's three daughters, Mrs. Margaret and Eleanor.

Mrs. Wilson was taken sick several days ago and her condition grew rapidly worse. A bulletin stating that her condition was grave and that it was believed that she would not recover was issued on Wednesday.

President and Mrs. Wilson were married June 24, 1885. Mrs. Wilson was Miss Helen Louise Axson, the daughter of a Presbyterian minister of Savannah, Georgia. The marriage was the outcome of a childhood acquaintance. Two weeks after they met later in life they became engaged, and two years later were married.

It is impossible to point to any one distinguishing characteristic of Mrs. Wilson. She was not a woman of singular accomplishment, not a specialist, but rather a woman who had broad grasp of all things and a gift for getting at the essence of them.

When Mrs. Wilson met President Wilson and soon after their engagement to marry was announced, Woodrow Wilson was taking a postgraduate course in Johns Hopkins University. In the two years that intervened before they were married she went to New York to study art and became an active member of the Art Students' League and was one of its presidents. Mrs. Wilson was of an artistic mind and she prided herself on a large number of landscapes which she painted and which now decorate the walls of the White House.

Mrs. Wilson was a woman of distinctly domestic tendencies and the building up of the home was ever her first consideration. She was widely travelled and was a charming woman to meet, and her vivid personality impressed itself on the minds of all who had the pleasure of being entertained at the White House.

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONDENSED.

There are 8,000 German prisoners in Belgium.

The French lost 100 men in the fighting at Altkirch.

Lord Islington has been appointed Under-Secretary of State for the Colonies.

It is announced that H.M.S. Birmingham has sunk a German submarine.

An amnesty has been granted to imprisoned strikers and suffragists at Home.

Earl Kitchener is to do everything to equip and organise the Irish Volunteers.

The Germans desperately attacked Fort Sereing, at Liege, on Sunday night, but were repulsed.

Vice Admiral Callaghan has been appointed to special service on the War Staff at the Admiralty.

The Government has countermanded a despatch by which the Territorials were to replace the Regulars in Ireland.

The Commonwealth Navy has been formally transferred to the Admiralty till the conclusion of the war.

## NEWS.

Interesting war items from the North appear in this issue.

The Hongkong and Shanghai Banking Corporation's report will be found in this issue.

"Our Contemporaries" appears on page 2 and Log Lok on page 6.

Yesterday's meeting of the Sanitary Board is reported in this issue.

General news and articles on the draining of the Zuyder Zee, and the Cowes Harbour Coal Co. will be found on page 3.

## DON'T FORGET

### TO-DAY.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

### TO-MORROW.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

### Saturday August 22.

H.K. and Shanghai Banking Corporation, Shareholders' Meeting, City Hall, noon.















## THE COLLISION CASE.

## Ship's Officers Cross-Examined.

Before the Acting Chief Justice (Mr. H. H. J. Gompertz) and Commander Bickwith, R.N. (assessor), at the Supreme Court this morning, the action was continued in which the Nippon Yusen Kaisha, as owners of the Jinsen Maru, sued the Indo-China Steam Navigation Co., as owners of the Wing Sang, claiming \$30,000 for damage occasioned by a collision which took place in the Tathong Channel, near Lam-tong Island, during a fog, on February 17. The Indo-China S. N. Co. counter-claimed for damages arising out of the same collision.

Mr. Eldon Potter (instructed by Mr. E. J. Grist) appeared for the plaintiffs and Mr. E. H. Sharp, K. O. (instructed by Mr. Davidson, of Messrs. Hastings and Hastings) defended.

Mr. Sharp said he understood that the Captain of the Wingsang had intimated that he wanted to make a correction on a sketch he made yesterday; nobody had suggested it to the captain, it was his own idea entirely. He (counsel) would ask his Lordship if the captain might go into the box and do so?

His Lordship assented. The Captain then made the alteration in the "turning circle." He said the difference was material. If the Jinsen Maru had kept her course and speed, the Wing sang would have cleared her.

By Mr. Potter:—If the course and speed had been kept, the collision would have been averted.

Mr. Potter:—On that diagram, as you have drawn, you could not have cleared in the position you took up. You say you could?

Witness:—Yes.

When you sighted, or after you had heard the whistles of the Jinsen Maru, you told us you put your helm hard to starboard and went full speed ahead. The course depicted on that diagram shows accurately the course you took—it is a diagram worked out on certain data. Do you depose that the course of the Wingsang on that diagram, going to port with her helm hard to starboard, going full speed ahead, shows the amount of swing correctly?—Yes.

The second officer of the Wing Sang, cross-examined by Mr. Potter, said the "stand by" was ordered owing to the fog. The whistle was heard before the order "stand by" was given.

The course till that time was S. 30. E. He heard the whistle first on the port bow. The order "stand by" was rung and the course altered to east. When he again heard the whistle, on the starboard bow, he did not realise that there would be a danger of the ships meeting. He did not think of it either one way or the other.

Mr. Potter:—I put it to you, you should have.

Witness:—I am not the captain of the ship; I am to obey instructions.

I agree, Mr. Blacklock, but if you had been captain would you have given it a thought?—Yes.

By altering your course to East the whistle heard on the port bow was then heard on the starboard bow?—Yes.

Unless the Jinsen Maru had been heading away from you, any alteration made meant that you would be crossing the course of the Jinsen Maru?—Yes.

It is highly undesirable to cross a possible course of a ship if you can avoid it?—Yes, but we did not know where the ship was.

If you had kept the original course you would have passed the Jinsen Maru, port to port; that is assuming the courses, Mr. Blacklock?—Assuming he was on the north westerly course we would have, or a nor' nor' westerly course.

The case was proceeding as we went to press.

As regards the Corollary, outward-bound from Marseilles, she was due to leave Singapore for Saigon last Sunday and should have arrived at Saigon on the 5th inst. It is expected that she may be able to proceed to Shanghai, and arrive on schedule time, namely, the 13th inst.

There is no further news regarding the steamers of the Hamburg-America Line and the

Vive! Haggis! The ties of ancient friendship are knitted up. French journalists in Edinburgh have eaten of Scott's national dish and said "Vive! Haggis!" It is hoped that they were not "bad the morn," as the Scotsman prophesied of himself when he smelt the haggis. —North China Daily News.

## WAR NEWS FROM THE NORTH.

## Oil Tanks Seized at Tsingtau.

The commandeering of the oil tanks of the Standard Oil Company and the Asiatic Petroleum Company at Tsingtau was one of the war measures taken by the German authorities which has been reported to Shanghai by wire, says the China Press of August 5. Subsequent to the action, the Standard Oil Company have been informed that their tanks have been released, but no word to that effect has been received by the Asiatic Petroleum Company, which is a British concern. Both of the companies have a considerable quantity of oil at Tsingtau.

News has been brought from Tsingtau, by the last ship out from that port, that on Saturday afternoon work was going ahead with all speed to remove the buoys from the harbour entrance and to lay mines. On Saturday night all the harbour lights were extinguished. On Friday night the German cruiser Emden was cleared for action.

When the H. A. L. a.s. Gonvarner Joeschke was entering the harbour, the Emden signalled: "Have you seen any warships?" The answer was in the negative and shortly afterwards the Emden steamed from the harbour and had not returned by Saturday night, —the last report through from Tsingtau.

Where are the German Cruisers? The Italian cruiser Marco Polo, which has been in Japanese waters, was expected at Tsingtau, but had not arrived by Saturday night. The German cruisers Gneisenau and Scharnhorst are reported cruising in southern waters and there are some of the Shanghai shipping firms that would like to know just where they are. The Nurnberg also had left Tsingtau and was still away up till last Saturday night. It was reported at Tsingtau that the officers and engineers would be taken off the Kraitsir, which was also there, and the Joeschke, for service on the men-of-war.

The American vessel Hannam, which was cleared for Vladivostok with cattle and foodstuffs, got out late on Friday night. Shortly after she was followed by S. M. S. Ilia and brought back. With only the Ilia, Jaguar and some destroyers and gunboats in the harbour at Tsingtau on Saturday last, and the Emden, Nurnberg, Gneisenau and Scharnhorst away, the German fleet seems pretty well scattered and conjecture is where they will turn up first.

The Russian cruiser Askold seems to have disappeared entirely since she left the river's mouth. The Japanese cruiser Tsubaki, the flagship of Rear-Admiral Tsuchiya, Commander of the Japanese Third Squadron, arrived in Shanghai on the 4th inst.

German Cruisers Watch. The Russian Volunteer steamers have definitely ceased to run. The Poltava, which should have sailed next Friday, is detained in Vladivostok, and the Rjean, which sailed from Shanghai last Friday, has been held up in Nagasaki.

The agent of the Cie. des Messageries Maritimes stated that as he understood two German men-of-war, —probably the Gneisenau and Scharnhorst, —were cruising between Tsingtau and Nagasaki, on the 4th inst. telegraphed to the captain of the Amazone, then at Moji, to wait there for further orders. He further stated that he was willing to keep the passengers on board for a day or so, but if within 48 hours he considered it unsafe for the Amazone to proceed to Shanghai, the passengers would be disembarked and the vessel herself would lay up in the Shimonoeki Straits. The Amazone will, therefore, in all probability, not sail for Europe on Friday as advertised.

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There is no further news regarding the steamers of the Hamburg-America Line and the

## POLAR EXPLORERS.

## Personnel of Shackleton Expedition.

Sir Ernest Shackleton gives the following list of those who in addition to himself will take part in the Imperial Transantarctic Expedition:—

Weddell Sea Party.  
Sir Ernest H. Shackleton—leader of the expedition.  
Mr. Frank Wild—second in command, in charge of provisions.  
Mr. George Marston—in charge of general stores, artist.  
Mr. Tom Crean—in charge of sledges.

Captain Orie Lees, R.M.L.I.—in charge of motors.  
Lieutenant F. Dobbs, Royal Dublin Fusiliers—in charge of a section of the dogs.  
Lieutenant Courtney Brookhurst—in charge of a section of the dogs.

Mr. James Wordie, B. A. Cambridge—geologist.  
Mr. R. W. James, B. A. Cambridge, B. Sc. London—physicist and magnetician.

Mr. Leonard H. Hussey, B. Sc. London—assistant magnetician and meteorologist.

Mr. F. Hurley—photographer and cinematographer, a member of the "Wellcome" expedition to the Sudan.

Mr. V. Studd, Cambridge University and Cambridge School of Mines—geologist.  
Lieutenant Frank A. Worsley, R.N.R., of New Zealand, will have navigating command of the Endurance on the voyage from London to Buenos Aires and the Weddell Sea, and will afterwards take part in the surveying and exploring of the coast.

Mr. Jeffreys—chief officer of the Endurance.  
Mr. Hudson—navigating officer in charge of sounding and dredging.  
Mr. A. Cheetham—third officer and boson.

The crew of 10 consist of ex-naval men, trawling hands from Hull and Grimsby, and others from Labrador.

Ross Sea Party.  
Lieutenant Aeneas Mackintosh, R.N.R., leader and meteorologist.  
Mr. Ernest Joyce, in charge of dogs and zoologist.

Mr. Howard Ninnes, in charge of motors.  
Mr. H. Wild, brother of Mr. Frank Wild, in charge of stores and provisions.

Dr. Macklin, surgeon.  
There only remain now two vacancies, and these are to be filled by another doctor and a biologist. The arrangements for the Ross Sea ship Aurora are not yet quite complete. The Endurance will sail from the West India Dock and then call on July 29 at Cowes, where the King will probably inspect her. Then she will go on to Cardiff or Bristol for coal and proceed to Buenos Aires.

There is a strong hope that the transcontinental party will return in June, 1915, but circumstances may prevent their return until June in the following year.

Wide-Spread Ruin in Honan Province.  
Peking, August 5.—The Governor of Honan reports that forty-five districts of his province are ruined either through inundations, drought, locusts, or hail. President Yuan Shih-kai has instructed the Ministry of Finance to forward \$30,000 to the sufferers and has himself given \$10,000.

Norddeutscher Lloyd; so far as is known they are all encoined in their own or in neutral ports.

The American Fleet.  
Mess-ges have been received from the American Squadron at Chefoo to the effect that the fleet will proceed to Shanghai. Admiral Cowles on the 4th inst. notified the U. S. Postmaster to hold the mail of the Saratoga, Cincinnati, Galveston and the torpedo boat destroyers. A message to the American Consul General stated that the Galveston would leave Chefoo for Shanghai to-morrow, August 6. The Japanese cruiser Tsubaki, the flagship of Rear-Admiral Tsuchiya, Commander of the Japanese Third Squadron, arrived at Shanghai on the 4th inst.

## DAIRY FARM NEWS.

We beg to inform our customers that we are in a position to supply ALL our customers with Butcher's Meats, Fresh Milk and Dairy Produce as hitherto.

## MR. CHAMBERLAIN'S HIGH FAITH.

## "I Believe in the British Race."

In countless terse and vigorous phrases, Mr. Chamberlain proclaimed the political faith that was in him. The following are but a brief selection, but they are characteristic and may perhaps be said to embody the dead statesman's political creed:—

The most famous of the many striking phrases expressing his political confidence and beliefs which Mr. Chamberlain used during his career, says the Daily Mail, was this: "What I have said, I have said."

On January 8, 1902, Count von Balfour had objected in the Reichstag to Mr. Chamberlain's speech at Edinburgh on October 25 of the preceding year, referring to the conduct of Continental nations in criticising the "barbarities" of the troops in South Africa.

"We can find precedents for anything that we may do in the actions of those nations who now criticise our 'barbarity' and 'cruelty' but whose example in Poland, in the Caucasus, in Algeria, in Tongking, in Bosnia, in the Franco-German War we have never even approached."

Mr. Chamberlain replied to Count von Balfour at Birmingham on January 11, 1902:

"They (the pro-boers) have helped to create the animosity which we all deplore. I am well aware that in some quarters this animosity is attributed to another cause. It is said to be due to the indiscreet oratory of the Colonial Secretary. Gentlemen, what I have said, I have said. I withdraw nothing. I qualify nothing, I defend nothing."

"I Believe."  
I believe in the British race, I believe that the British race is the greatest of governing races that the world has ever seen.

I say that he indeed is a craven and a poor-spirited creature who despairs of the future of the British race.

The Political Troglodyte.  
If a man cannot see the difference between the state of things to-day and the state of things thirty years ago or sixty years ago, he ought not to call himself a Liberal or a Radical. He ought to call himself a Troglodyte and live in a cave.

Confidence in the People.  
I do not believe in the setting of the British star, but then I do not believe in the folly of the British people.

Moulding the Empire.  
The Empire is new. The Empire is in its infancy. Now is the time when we can mould that Empire, and we and those who live with us can decide its future destinies.

The Business of Government.  
The business of a Government is to spend itself in doing what it thinks to be right; when it has spent all that it has, then it makes room for its successor.

The Wider Patriotism.  
I rejoice at that wider patriotism, no longer confined to this small island, which embraces the whole of Greater Britain, and which has carried to every clime British institutions and the best characteristics of the British race.

## Australian Federation.

Such a step as the federation of Australia will be the consummation of a great idea in which local jealousies and petty ambitions will be buried in the foundation of a mighty commonwealth which is destined to outstrip the waning greatness and the lagging civilisation of the older countries of Europe.

A Quotation From Tennyson.

This is the lesson I desire to impress on my countrymen: "Britain's myriad voices all, Some, be welded each and all Into one Imperial whole, One with Britain heart and soul!"

One life, one flag, one fleet, one throne.

Tennyson.

Trade and Greatness.

History teaches us that no nation has ever achieved real greatness without the aid of commerce, and the greatness of a nation has survived the decay of its trade.

"Invisible Bonds of Empire."  
We can say with regard to all these peoples, the older and younger nations: Our past is theirs—their future is ours. You cannot, if you would, break the invisible bonds that bind us together.

Peace, but not at any Price.  
I wish to live quietly, comfortably, and in harmony with my fellow creatures, but I am not in favour of peace at any price.

On Wisdom.  
We are a great people, but, after all, I have never been able to believe that all the wisdom in the world was absolutely domiciled in this country.

John Bull and Sons.  
I would go to our friends and kinsmen in the Colonies and say, "Gentlemen, we think, having regard to the probabilities of the future, that it is high time that John Bull and Sons entered into partnership."

The Colonies Growing Up.  
The Colonies are no longer in their infancy. They are growing rapidly in a vigorous manhood.

## LATEST SHIPPING NEWS.

## MOVEMENTS OF STEAMERS.

The S.S. KENTUCKY left Singapore on Tuesday the 11th inst., and is due here on Monday 17th inst.

## TO-DAY'S ADVERTISEMENT.

IN THE SUPREME COURT OF HONGKONG SUMMARY JURISDICTION. Action No. 1299 of 1914.

Between Ah King Plaintiff and Knell & Company D. fondats

NOTICE IS HEREBY GIVEN that a Writ of Foreign Attachment against all the property movable and immovable of the above named Defendants Knell & Company within the Colony was issued on the 12th day of August, 1914 and was made returnable on the 21st day of August 1914.

Dated the 12th day of August, 1914.  
GEO. K. HALL BRUTON, Solicitor for the Plaintiff, York Building, Chater Road, Hongkong.

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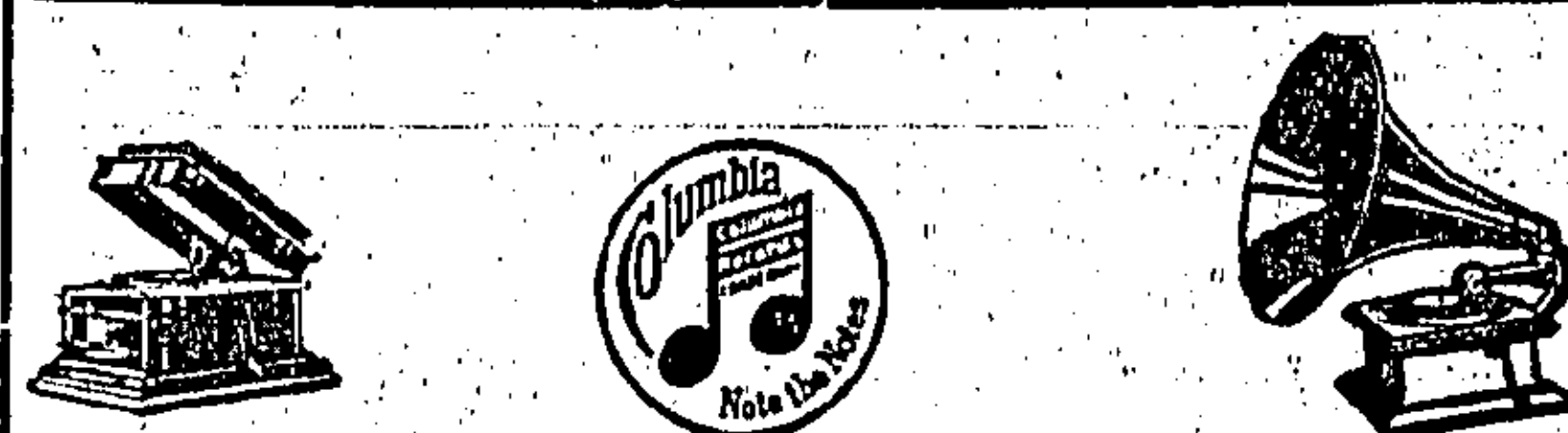
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|---------------|------------------|-------------------|-----------------|
| 19th Aug.     | 2nd Sept.        | 16th Sept.        | 30th Sept.      |
| 14th Oct.     |                  |                   |                 |

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"MONTAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

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## SHIPPING

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

| Destination.                                                                              | Subject to Alteration | Steamers.                                                                           | Sailing Date                                                     |
|-------------------------------------------------------------------------------------------|-----------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------|
| MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said. |                       | Hirano Maru<br>Capt. Fraser<br>T. 16,000<br>Katori Maru<br>Capt. Murai<br>T. 20,000 | {WEDNES., 12th Aug. at 10 a.m.<br>{WEDNES., 26th Aug. at 10 a.m. |

|                                                                                             |  |                                                                                |                                                     |
|---------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------|-----------------------------------------------------|
| VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokohama, Shimizu and Yokohama. |  | Aki Maru<br>Capt. Noma<br>T. 12,500<br>Sado Maru<br>Capt. Asakawa<br>T. 12,500 | {THURS., 13th Aug. at 4 p.m.<br>{TUESDAY, 12th Aug. |
|---------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------|-----------------------------------------------------|

\*Not calling at Shanghai.

|                                                                           |  |                                                                                    |                                                             |
|---------------------------------------------------------------------------|--|------------------------------------------------------------------------------------|-------------------------------------------------------------|
| SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane. |  | Kumano Maru<br>Capt. Soyoda<br>T. 9,300<br>Tango Maru<br>Capt. Sekine<br>T. 13,500 | {WEDNES., 26th Aug. at noon.<br>{WED., 23rd Sept., at noon. |
|---------------------------------------------------------------------------|--|------------------------------------------------------------------------------------|-------------------------------------------------------------|

|                                       |  |                           |                    |
|---------------------------------------|--|---------------------------|--------------------|
| CALCUTTA via Spore, Penang & Rangoon. |  | Colombo Maru<br>Capt. ... | {MONDAY, 17th Aug. |
|---------------------------------------|--|---------------------------|--------------------|

|                                   |  |                                        |                               |
|-----------------------------------|--|----------------------------------------|-------------------------------|
| BOMBAY via Singapore and Colombo. |  | Tango Maru<br>Capt. Sekine<br>T. 9,600 | {TUESDAY, 25th Aug. at 5 p.m. |
|-----------------------------------|--|----------------------------------------|-------------------------------|

|                            |  |                                           |                       |
|----------------------------|--|-------------------------------------------|-----------------------|
| NAGASAKI, Kobe & Yokohama. |  | Rangoon Maru<br>Capt. Nomura<br>T. 12,500 | {WEDNESDAY, 12th Aug. |
|----------------------------|--|-------------------------------------------|-----------------------|

|                        |  |                                         |                                |
|------------------------|--|-----------------------------------------|--------------------------------|
| SHANGHAI, Moji & Kobe. |  | Kashima Maru<br>Capt. Yagi<br>T. 20,000 | {WEDNES., 12th Aug. at 11 a.m. |
|------------------------|--|-----------------------------------------|--------------------------------|

|                  |  |  |  |
|------------------|--|--|--|
| Kobe & Yokohama. |  |  |  |
|------------------|--|--|--|

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|------------|----------|-------|-------|----------|
| Return.    | \$135    | \$122 | \$108 | \$95     |
| 1st class. | \$81     | \$75  | \$65  | \$57     |

With option of Rail between Steamer's Calling ports in Japan.  
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SAILINGS SUBJECT TO ALTERATION.

| For                             | Steamers. | To Sail.             |
|---------------------------------|-----------|----------------------|
| H'HOW, PHOI & H'PHONG Sungkiang | .....     | 12th Aug. at 10 a.m. |
| MANILA, CEBU & ILOILO..Teian    | .....     | 12th Aug. at 4 p.m.  |
| SHANGHAI .....                  | Yingchow  | 13th Aug. at 3 p.m.  |
| SHANGHAI .....                  | Liangchow | 16th Aug. at 4 p.m.  |
| MANILA, CEBU & ILOILO..Chinhua  | .....     | 18th Aug. at 4 p.m.  |

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**MANILA LINE.**—Twin Screw Steamers "Chinhua," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."  
**SHANGHAI & TSINGTAU LINE.**—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

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These steamers land passengers, in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single \$45, Return \$75.  
Do. Hongkong to Tsingtau:—Single \$78, Return \$125.

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Hongkong 11th Aug., 1914.

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Hongkong, Aug. 3, 1914.

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Regular Fortnightly Service between

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| Steamer   | From  | Expected on or about | For   | Will leave on or about |
|-----------|-------|----------------------|-------|------------------------|
| Tilmah    | ..... | .....                | JAVA  | 1st half Aug.          |
| Tibodas   | ..... | .....                | JAPAN | 1st half Aug.          |
| Tilmanock | JAVA  | 1st half Aug.        | S'HAU | 2nd half Aug.          |
| Tilalajap | JAVA  | 1st half Aug.        | JAPAN | 2nd half Aug.          |
| Tilhini   | S'HAU | 2nd half Aug.        | JAVA  | 2nd half Aug.          |
| Tilpanas  | S'HAU | 2nd half Aug.        | JAVA  | 1st half Sept.         |
| Tilroem   | JAVA  | 1st half Sept.       | S'HAU | 1st half Sept.         |
| Tilwong   | JAVA  | 1st half Sept.       | JAPAN | 1st half Sept.         |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

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| Steamer.    | Displacement      | Tons & Speed              |
|-------------|-------------------|---------------------------|
| Tenyo Maru  | 22,000 - 21 knots | N'saki, Tues., 15th Sept. |
| Shinyo Maru | 22,000 - 21 knots | H'kong Tues., 22nd Sept.  |
| Chiyo Maru  | 22,000 - 21 knots |                           |

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

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Seiyo Maru 14,000 - 14 knots Sat., 3rd October.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

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THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.MAIL SERVICE TO AUSTRALIA  
VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

| Steamer.  | Arrive Hongkong from Australia. | Leave Hongkong for Australia. |
|-----------|---------------------------------|-------------------------------|
| Aldenharn | .....                           | 28th Aug., 10 a.m.            |
| Empire    | 4th Aug.                        | 18th Sept., "                 |
| St Albans | 22nd Aug.                       | 9th Oct., "                   |
| Eastern   | 12th Sept.                      |                               |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

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Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

FOR SWATOW.

Haimun.....[A. H. Stewart.] WED., 12th Aug. at 11 a.m.

During the months of July and August First Class Return Fares to Fochow will be subject to a reduction of 20% on the full Fare.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lyall &amp; Co.,

General Managers.

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## LOG BOOK.

New P. and O. Liners.  
Orders have been placed for two steamers for the P. and O. Company's India, China and Australia mail and passenger services, one with Messrs. Caird and Co., of Greenock, the other with Messrs. Harland and Wolff, of Belfast. These vessels will have a gross register of 15,500 tons, and will be propelled by two sets of quadruple expansion reciprocating engines developing 18,000 h.p. A steamer of 1,000 tons register is at present building for export service in the company's Eastern trade. This vessel will have Singapore for her headquarters. She is to be named the Mata Hari.

Fire on Mail Steamer Siberia.  
The Pacific Mail s.s. Siberia, 18,000 tons, Captain A. Zeeder, arrived here last evening, says the Shanghai Mercury of August 5, after an exciting run up the coast from Hongkong en route to America, via Japanese ports.

The ship left Hongkong on Sunday with a full cargo and passenger list and all went well until the following day, when smoke was seen issuing from the No. 1 hold forward by one of the crew.

The news was conveyed to the officer on watch and without alarming the passengers the crew were summoned and fire appliances manned. The chief officer, chief engineer, carpenter and a number of Chinese sailors descended into the hold, where flames were seen among a large quantity of jute cargo, while the hold was filled with thick stifling smoke. Two of the Chinese sailors were soon overcome by the fumes and it was with some difficulty that they were got on deck by the officers, who were partially overcome also by the smoke. As soon as they reached the deck they received medical attention, while Captain Zeeder, who had allayed the fears of the passengers, directed the efforts of the crew and every precaution was taken. The hatches were bolted down and every point of ventilation closed, while streams of water were poured into the holds, which were flooded. The fire was very stubborn and continued to blaze all night and yesterday and it was only finally extinguished last night, the ship in the meantime being kept on her course and steaming towards Shanghai at her best speed. When the hatches were opened and the smoke cleared away an examination was made and it was found that 500 bales of jute had been damaged by fire and water, but no damage had been done to the ship. This morning the damaged cargo was landed and brought up to Shanghai and the ship was not delayed; she left here to-day, for her destination on her schedule time.

Another New B. I. Steamer in Colombo.  
Recently there have been several new B. I. steamers passing through this port, some being for the runs to Calcutta, the Straits, China and Japan and some to run between London and Calcutta.

Another new steamer for the London-Calcutta run arrived from home. The "Mongara" which left London on June 27 and Marseilles on the 4th inst., is on her maiden voyage to Colombo and the Indian ports.

She was recently built by Messrs. Swan Hunter and Wigham Richardson Limited, Newcastle, for the B.I.N. Co. She is a vessel of 8,205 tons gross, 5,137 tons nett, 450 feet long, 58 feet broad and 35 feet 5 in. deep. She is one of the five new steamers of M. class, namely the "Manora," "Malda," "Morvada" and the "Mashobra."

The last named arrived in Colombo on her maiden voyage in April last. These vessels are 8,000 tons displacement, with twin screws. They are fitted with all the modern requirements for the comfort and convenience of passengers, have Marconi installation and "Times" Book Club Library. Cabins are spacious and special attention has been given to ventilation, an electric fan being also equipped in each. The "Mongara" is commanded by Captain R. P. Fish, formerly in charge of a B. I. vessel running between Colombo-Tatichon, with a staff of 30 Europeans and a crew of 103 Asiatics.—*Exchange.*

Oysters, Fresh, Fried or Stewed. Findon Haddock, Kippers &c. ALEXANDRA CAFE.

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APCAR LINE.

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EASTWARD.

S.S. "Takada," 6,800 tons, Capt. Robins, will be despatched for SHANGHAI, KOBE & MOJI, on 26th Aug.

S.S. "Tanda," 6,800 tons, Capt. will be despatched for YOKOHAMA, KOBE & MOJI on 3rd Sept.

WESTWARD.

S.S. "G. Apar," 4,600 tons, Capt. O'Sullivan, will be despatched as above on 16th August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.

Agents.

Hongkong, Aug. 8, 1914.

## THOS. COOK &amp; SON,

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THE AUSTRALIAN  
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SAILING (SUBJECT TO ALTERATION).

| Steamers. | Arrive Hongkong from Australia. | Sail Hongkong for Australia. |
|-----------|---------------------------------|------------------------------|
| CHANGSHA  | 8th Aug.                        | 14th Aug.                    |
| TAIYUAN   | 12th Sept.                      | 16th Sept.                   |

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

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# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, WEDNESDAY, AUGUST 12, 1914.

## THE WORLD OF SPORT.

### INTERESTING COMMENT ON HOME EVENTS.

#### THE CRICKET CHAMPIONSHIP—GOLF CHATTER.

(From Our Special Correspondents.)

London, July 10.

The Varsity cricket match has been a drab and timorous affair, with both teams showing strange lack of enterprise, and little of the verve one expects in this sporting fixture. Each batsman as he went to the wicket, seemed to be obsessed with the idea that runs would surely be difficult to obtain, and it was clearly this which accounted for the long-hop wide of the stumps being left unhit. The players on both sides batted with almost morbid nervousness, and were so tedious and slow in their efforts to get runs that all interest in the match was killed. It was quite an even fight on the first innings, Oxford securing a bare lead of 14, and it was bad luck for Cambridge that they should have to take their second innings on a pitch that was spoilt by rain. They were set the task of getting 278 to win, but they never looked like accomplishing it, for they started badly, and the batting completely broke down. The state of the pitch, however, did not wholly account for their sorry display. Emy batting was responsible for their dismissal for 73 runs, and their defeat by 104. This Varsity match will not be remembered. It never reached the first-class standard of cricket, and neither side could boast a distinctive personality to arouse the popular sympathy, if not interest.

**Progress of the Counties.**  
The County Championship remains unaltered, with Middlesex still undefeated at the head of the table, and Surrey, Kent, and Warwickshire as their chief rivals. It is significant that two Middlesex men are at the top of the batting averages, J.W. Hearne and Tarrant having scored between 200 and 300 more runs than any other batsmen. For 24 innings Hearne has the truly magnificent average of 78.72, having scored 1417 runs. Tarrant has obtained one more run for the same number of innings, but his average is only 64.45 owing to the fact that he has been not out only twice, as compared with his colleague's six times. Both these players have also won distinction as bowlers, and are likely to be amongst the first to get their hundred wickets. Kent scored a great triumph in their match with Yorkshire, winning in two days by 5 wickets. It was played on a bowlers' pitch, and the slow bowling of Blythe was too much for the Yorkshire batsmen, particularly in the second innings, when he took 8 wickets for 55 runs. Not for several years have Yorkshire had such a poor season as this, and the curious thing is that at the start they appeared to have the strongest side in the competition. At the present time they are near the bottom of the table, and, if the relegation system such as applies to league football were in operation, there would be much anxiety as to the fate of the county. It seems highly probable that there will be another alteration in the system of deciding the Championship next year, for it has been proved beyond all doubt that the awarding of a lead on the first innings is bad for the game. This is what happens. A side goes in and scores, say, 350, a total which, in ordinary circumstances places them safe from defeat. Taking this view of the situation, their opponents abandon the attempt to win, and strive only to gain a lead on the first innings. By the time their effort has succeeded or failed, all

interest in it as a two-innings match has departed.

**Golf.**  
The Open Championship of France, though it continues to attract most of our English professional players, does not excite anything like the interest attaching to our own Championships, open and amateur. It has come to be regarded as rather in the nature of a consolation prize for those who have failed in the English Open Championship, and its main interest this year has lain in the fact that one of the younger school of golfers—Edgar, of Northumberland, has carried off the premier prize. Golfers at this moment indeed are mainly concerned with the proposed changes in the conditions of our own Amateur Championship. Mr. Angus Hambro, M.P., an enormous driver, has been sending round to all those whom it actively concerns a species of shorter catechism asking their views as to the future better management of our Amateur Championship. The suggestion in chief about which he has wished to solicit opinions (Mr. Horace Hutchinson writes) is that our Championship should be more or less assimilated in its methods with the American Championship of amateurs; that is to say that there should be a qualifying test which should decide by score the competitors who should proceed to the later stages, which stages, as of old, should be determined by match play. These suggestions and questions have been sent round by Mr. Hambro in virtue of his position as one of the Committee appointed to investigate the present conditions of the Amateur Championship and to report whether there is, or is not, some better way. This it is seen that all is still in the initial phases of the matter and that its whole conclusion may be very doubtful, but it is significant (and it is no breach of confidence to make the significant fact public) that the answers received show a heavy preponderance of opinion towards a change in the direction indicated. It seems likely that, if not next year, at any rate by the year after, we shall see the Amateur Championship played, if not precisely on the present lines of the American Championship, at least with some introduction of the scoring method, as a test qualification preliminary to the match-playing decisions. I have said that Mr. Hambro's questions have been addressed in the first instance to those actively interested, by which I mean those who are probable or possible competitors for the Championship. Presumably the ultimate fate of the great competition does not rest with them, but with the votes of the Clubs which instituted this Championship in 1886, and of St. George's, Sandwich, which was later admitted to their select number and privileges. These be our rulers in this matter, but, even so, it is hardly to be thought that they could overlook and overrule a strong expression of opinion on the part of the likely players and winners as to the mode in which the battle should be fought. It is a rather singular point in the debate that whereas one of the chief arguments of those who advocated some change from present conditions has been that the tournament, as now played out, is intolerably long and strenuous, the new mode, which seems to be

catching most of the voters' favour, promises to make it, if anything, a little longer still.

Under present conditions there is no doubt that at least one day, that on which the greatest number of the competitors meet, has to hold more golf than can, with tolerable convenience, be crammed into it. It is not as a rule the first day, for on that first day only a few byes are played off. By the time of the second day, so many heroes have fallen by the way that there is no undue crowd for the survivors in the list. It is therefore all one day's trouble, as it would seem, of which so much complaint is made; and it is true that the trouble is severe, for the first couple have to start when all reasonable men ought to be at breakfast, and the last have to finish at an hour when civilization expects us to be dining. They are inconveniences which are not terribly severe for the competitor who is fortunate enough to have his lodging near the tee, but to those who are housed far from the field of battle (and all our championship courses do not make very convenient provision for the players in this respect) the upset of normal habits involved is detrimental to that beautiful equanimity so essential for the playing of the best golf. Yet, after all, it is but one day that the worst of these evils is felt, and though this stress and strain is commonly put in the forefront of the reasons for finding some other mode of playing this great championship, it is not easy to believe that if this were the only, or really were the main, objection, at the back of players' minds, to the present condition, they would so generally desire an alteration.

The argument of which they do not make so much use, or so much talk, though I have a suspicion that it is the argument which secretly carries greater weight, is that by means of these qualifying scoring rounds, weeding out the weaklings, a shrewder and more true test of golf would be arrived at; the good and strong man would not be nearly so likely to fall out, felled by the hand of some weakling, playing for the moment a game far above that which he has any established right to produce. For in eighteen hole matches there is no doubt that this is a disaster liable to occur. So short a trial as that gives fortune perhaps undue favour. If the strong man be a little "off", and the weakling a little "above himself", an irretrievable outrage on golfing justice may be committed. The matches in the American Championship run to the length of 36 holes. One of the Hambro propositions and that which is understood to be the most popular, would have matches of thirty-six holes to follow the test by score. If weaklings, beyond expectation, should survive the ordeal by card and pencil, it is not to be thought they would hold their own, and even more than their own, in matches against heroes that ran to the length of 36 holes. If they did such deeds as these they would be lifted right out of the rank of weaklings, and almost to the exalted rank of heroes by the very act. We should be obliged to accuse their merit, rather than their fortune, of bringing them alive and scatheless, through such high adventures.

There is a peculiar advantage, which might very well be urged at this moment, in bringing the conditions of our Amateur Championship into a greater likeness, even if not into entire identity, with those of the American competition of the same kind. One of the most pleasant golfing signs of the times is the going to and fro of our men to America, and of Americans to us, in order to take part in the friendly contests of both countries. The more nearly all the

## THE WAR.

### RUSSIANS ENTER AUSTRIA.

#### Big Battle in Alsace.

Telegrams were received in the Colony this morning to the following effect, the information having been passed on to us for publication from an authoritative quarter:—

The Russian troops have entered Austrian territory through the valley of Styria, and have repulsed the Austrian outposts.

There has been a big battle between French and German troops in Alsace. The French occupied the heights on the Vosges Mountains, overlooking the position of Ste. Marie aux Mines.

### TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 12.25 p.m. to-day:—  
Cyclone or Typhoon:—E.N.E. of Apariti, moving W.N.W. or N.W.

circumstances can be assimilated the better. And now we find, by a curious irony of fate, that just at this time, when we have a British agitation which seems likely to bring our methods for the greatest contest of the amateurs into conformity with those of the Americans, that they, for their own part, are expressing much dissatisfaction with their own conditions, and that part of their Press is advocating a change—possibly a change which will result in its becoming something far more like our own amateur championship as at present constituted. I do not know that America has moved as far as we have, by the appointment of the Committee of Investigation, towards any propositions for an alteration of methods, but the Editor of *Town and Country*—Mr. Whigham of the Scottish golfing family of that name, and sometime Amateur Champion of the States, lately had a strong leading article in his paper, supporting the view that a change was needed. It would be a strange thing if, while we were altering our conditions, so as to run our Amateur Championship on present American lines, America were to move conversely and so modify her amateur championship ways that they became much what ours are now. One point in their argument is that matches might be reduced from thirty-six holes to the length of eighteen without much affecting their result, and evidence to that conclusion is drawn from consideration of the scores as they stood at the end of the first eighteen holes in their last contest of this kind. It was seen that the winner of the thirty-six hole match was almost always he who led at the half-way—at the conclusion of the first round. That, however, as we well know, is not always so; it is beyond dispute that the thirty-six hole match provides a more crucial and a more just test; likewise it is above debate that the scoring preliminary trial would do equitable, if call, work in cutting out many who most deserve to be cut out. The following tournament would then be a battle of heroes. The meeting would lose in some qualities; it would lose some of its best fun. The very fact that the comparative difference has been changed, on the eighteen-hole matches, of knocking the big man out, is what makes fun for the comparative duffer, who belongs to a large class. His day is done if these new proposals pass. The question is whether his day has not been prolonged unduly, even as it is.

## DIARY OF WAR.

### Development of the Crisis Step by Step.

June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

June 30.—Anti-Serbian Demonstrations in Vienna and Travaik.

July 1.—Martial law declared throughout Bosnia and Herzegovina.

July 3.—Serbian tri-colour burned in the neighbourhood of the Serbian Legation in Vienna.

July 3.—The semi-official *Poste Lloyd* warns Belgrade of the necessity of an immediate change of tone.

July 9.—The *Lokal Anzeiger* (Berlin) says if responsibility for the murders is brought home to Serbians, Austria will have the support of the civilised world, especially Germany, in demanding justice from Belgrade. The same day the *Temps* correspondent at Belgrade states Austrian troops are concentrating on frontier.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpectedly severe. Semi-official *Poste Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

July 26.—Russian request for extension of time on Serbia's behalf refused. Serbia accepts some Austrian demands and rejects others. Martial law in Austria-Hungary. Serbian capital transferred to Kragujevac.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Czar, addressing Council of Ministers, declares:—"We have stood this thing for seven and a half years. This is enough."

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 29.—Austrians blockade Antivari. Panic in New York stock market. British Consols drop to 100. Mr. Asquith announces that the situation is one of "extreme gravity." Serbians destroy bridge at Semlin. Austrians bombard Serbian positions, compelling evacuation. Two Serbian steamers captured. German troops move in response to Russian advance towards Wirballen.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames. Artillery duel between Serbians and Austrians five miles down river from Belgrade. Home Rule Amendment Bill postponed. Britain presents a "united front." Russian mobilisation in 52 Governments. 4,000,000 men placed on war footing.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed. Bank of England rate 8 per cent. Bank Act suspended. Russians destroy railway bridge in Austria between Szebenowa and Granitsa. New Zealand and Canada offer assistance.

August 1.—Austrian Baseve called off German ultimatum to France and

Russia, expiring at noon. Italy declares neutrality. Evidences of Australian loyalty. Bank of England discount 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Prostken; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biella. Germans invade France near Cirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—French papers state Britain will intervene with Expeditionary Force. German cruiser reported to be bombarding Libau. Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace. Wales decides to raise mounted regiment for service abroad. France protests against German acts of war. Russian Fleet driven into Gulf of Finland by Germans. British Mediterranean Fleet clears for action. Martial law at Malta. Sir Edward Grey's speech in Parliament.

August 4.—German ultimatum to Belgium. Reported Anglo-German naval battle. Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Reported that French detachment captures German cruisers Goeben and Breslau and sinks the Panther. Germans reported to have violated neutrality of Switzerland. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces; Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Lord Kitchener's departure for Egypt again cancelled.

Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. Bank of England rate reduced to 6 per cent. Germans repulsed by Belgians, with 8,000 casualties. Serbian volunteers cross the Save and plant flag on Austrian bank. Germany threatens Italy with war unless she supports allies. H.M.S. Amphion sinks German mine-layer Koening Luise, and later strikes mine and sinks herself. Uhlans enter Liege but Belgians exterminate them. House of Commons vote additional war credit of £100,000,000. Nineteen German warships reported sunk or captured in North Sea. Two German cruisers reported sunk in Atlantic.

August 7.—German Cavalry Division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat.

August 8.—German Cavalry Division crosses Meuse, but is practically annihilated by Belgians. Italy firmly refuses to fight. Bank of England rate reduced to 5 per cent. British seize South Togoland from Germans and French enter North Togoland. British Government accepts Australia's offer of 20,000 men. French troops enter Alsace-Lorraine.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany. Earl Kitchener appeals for 100,000 men. Russians enter Austrian territory near the valley of Styria.

August 10.—Austrian cruisers bombard Antivari. Rupture in Franco-Austrian relations officially announced.

## GERMANY'S EASTERN OUTPOST.

### The Fortification of Tsingtau Advocated.

In Germany, remarks a London contemporary, a lively controversy is proceeding as to the advisability or otherwise of fortifying Tsingtau. A vigorous advocate of the policy of fortification is General von Bernhardi, the well-known military author, who goes so far as to say in an article in *The Post* that Tsingtau is a place of such importance that Germany's position among the nations depends upon her possession of it. "It is the only firm foothold of her foreign development," he says, and should be made into a strong naval base, regardless of financial and other considerations. In fact, the General's great ambition apparently is to see Tsingtau become a kind of German Gibraltar in the East.

Count Raventlow, on the other hand, an experienced and able politician, writes to the Press against any such fortification in Kiaochow being thought of. Such a scheme, he estimates, would cost over £20,000,000, and the money might be better spent on the army and navy generally, than on any particular base. "The stronger we are in Europe, the stronger shall we become in Asia," is his view. The Socialist paper *Vorwaerts* asks simply, "Of what use is Kiaochow to Germany at all?" As far as Germany's world position goes, this journal contends, contrary to the opinion expressed by General von Bernhardi, that it stands for nothing—even less than nothing. This "place in the sun" in China has cost millions, the article goes on to say, and up to the present Germany has had nothing in return. Our London contemporary adds:—"Whether all good Germans will agree with this view is a matter of some doubt, but we can imagine that the already heavily-burdened taxpayers have suffered a severe shock on finding the recent pleasing and gratifying statements as to the usefulness of Kiaochow so closely followed up by suggestions for the outlay of £20,000,000 on this 'foothold' in the Far East."

## ALLEGED FORCIBLE DETENTION.

Mr. J. R. Wood, at the Police Court, this afternoon, resumed the hearing of the case in which five Chinese are charged with forcibly detaining another Chinese. Mr. Russ, on behalf of Mr. Crowther Smith, prosecuted, and Mr. Lewis, of Messrs. Johnson, Stokes and Master, defended.

The prosecution asked for permission to withdraw the charges against four of the defendants.

His Worship consented, and the four were accordingly discharged.

The charge against the fifth man was proceeded with. It appears that the man whom it is alleged the defendant detained, jumped overboard from a junk in an effort to regain his liberty, and was drowned. The widow now prosecutes. The allegation is that the deceased was detained because it was said that he owed thirty dollars. Evidence was being taken as we went to press.

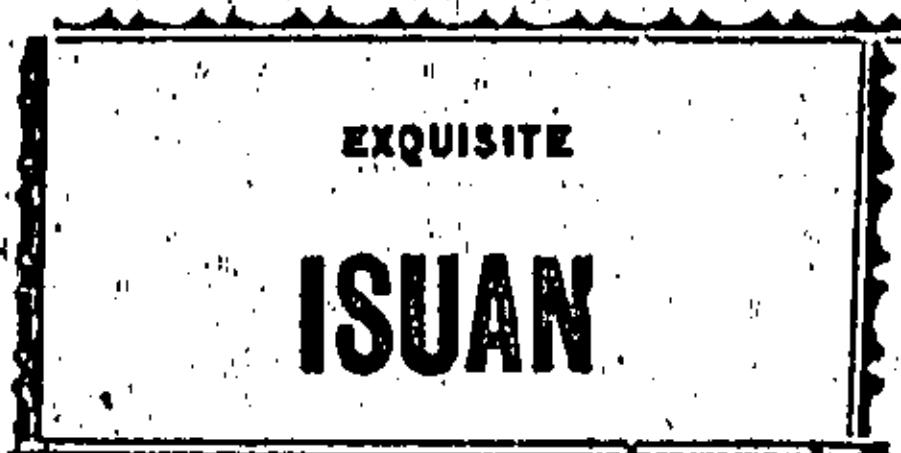
August 11.—Commonwealth Navy transferred to Admiralty till war ends. Announced that there are 8,000 German prisoners in Belgium. Reported that Germans desperately attacked Fort Svaning, Liege, but were repulsed. Germans attack Mulhausen, in Alsace, compelling small French force to retire. French remain masters in Upper Alsace.







ISUAN is bottled at the Celebrated Health Springs of Los Banos, near Manila in the



Philippine Islands, ISUAN is reported by the bureau of science biological laboratory to contain no micro-organisms of any kind."

# ISUAN

## AN ABSOLUTELY PURE MINERAL WATER

ISUAN flows from the deep recesses of mother earth at a temperature of 250° F. is bottled



under European supervision and is never touched by human hands. It is a sterile water.

NO OTHER NATURAL MINERAL WATER POSSESSES QUALITIES EQUAL TO THOSE

OF

WHISKY

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A

PERFECT

BLEND

# ISUAN

CONTAINS NO MICRO-ORGANISMS OF ANY KIND.

SOLD IN

SPLITS, PINTS AND QUARTS.

SOLE AGENTS:

THE CHINA COMMERCIAL CO. 3, DUDDELL ST. TEL. No. 1208

WHISKY

ISUAN

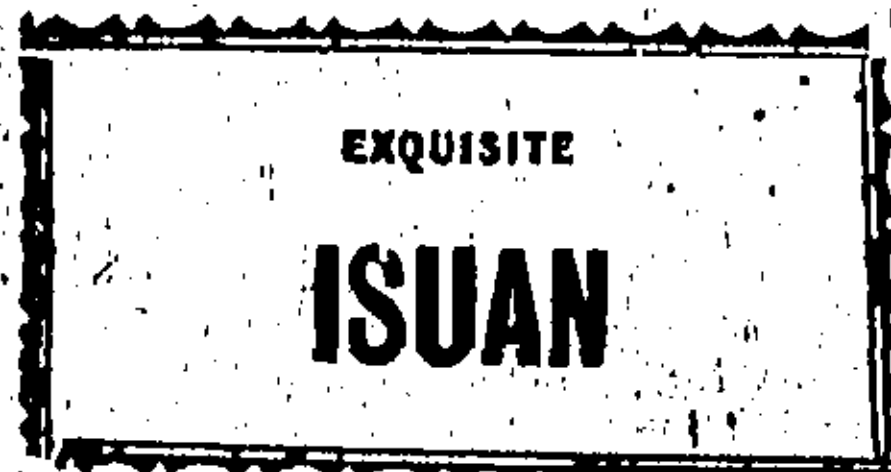
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PERFECT

BLEND

THE MOST DELICIOUS AND MOST PALATABLE WATER IN THE WORLD.

ISUAN in the first place has been boiled, by a natural process, and any harsh mineral elements that it may



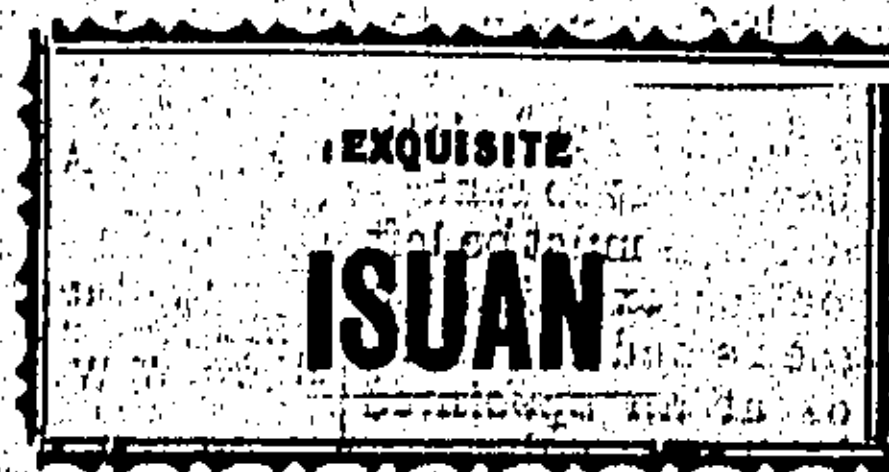
Have contained originally are thus precipitated. This leaves the water as soft as rain, which is of the utmost importance.

THE FACT THAT THE WATER COMES FROM THE BOWELS OF THE EARTH SUFFICIENTLY HEATED TO RENDER IT STERILE MAKES IT AN UNUSUALLY SAFE WATER FROM A BACTERIOLOGICAL STANDPOINT.

# ISUAN

## AN ABSOLUTELY PURE MINERAL WATER.

The point of greatest importance lies in the fact that ISUAN contains in perfect solution the salts that



are natural in and essential to the human system. ISUAN mixed with syrups makes an excellent drink.



## NOTICE

## ANNOUNCEMENT

THE LIVERPOOL & LONDON & GLOBE  
INSURANCE CO., LTD.

Assets £ 13,833,482 : 12 : 4d.

THE Management of the Company's Representation in Hongkong has from to-day been taken over by me and the interests of the Company will thus be entirely under British control.

H. S. PLAYFAIR.

Hongkong, 10th August, 1914.

## PUBLIC COMPANIES

HONGKONG & SHANGHAI  
BANKING CORPORATION.NOTICE OF ORDINARY AND  
EXTRAORDINARY  
MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914, (both days inclusive) during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at Noon or so soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the proposed Resolutions will be proposed as Extraordinary Resolutions.

(1) That the Directors of the Hongkong & Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong supplemental to the Hongkong and Shanghai Bank Ordinance 1866, and the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of the Hongkong and Shanghai Bank Ordinance 1866, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment referred to: The deletion from Section 20 of the said Ordinance of the words, "To take and accept any lands, houses, or other real or personal property in satisfaction, liquidation, or payment of any debt absolutely and bona fide provisionally due and owing to the Company; and also to take any mortgage or other lien or charge on real or personal property as a security for any monies actually and bona fide provisionally due to the Company or for which any person may have rendered himself liable to the Company; and to hold such lands, houses and other real and personal property respectively for such reasonable time as may be necessary for selling and disposing of and converting the same into money; and the substitution thereof of the following words: "To take, so as to enforce, release, realise, or deal with any security now held by the Company for any monies owing to or to become owing to the Company, or for any liabilities incurred or to be incurred by or towards or by the Company by way of mortgage, pledge, hypothecation, deposit or otherwise howsoever of every kind of property or rights."

(2) That the Deed of Settlement of the Company be altered in the following manner:—

(a) That the following words be struck out of line 10 and three of Articles 56 and 57, namely, the words "for not

exceeding fifteen days before and seven days after ordinary Meeting" and that the following words be adopted and substituted therefor, namely: "during such time as the Court thinks fit; not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, after the Meeting "and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:

ARTICLE 76.—General

Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year.

ARTICLE 77.—The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings.

ARTICLE 78.—All other General Meetings shall be called Extraordinary Meetings.

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—The Court may from time to time pay to the Shareholders "such interim dividend as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely the words "Half-yearly ending the 30th June and the 31st December shall make a general Half-Yearly, and that the following words be adopted and substituted therefor:—

"Year ending the 31st day of December shall make a General."

(h) That the word "Half" be struck out of the 18th line of Article 74 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and the 31st day of December" be struck out of line 176 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the word "as the case may be" be struck out of line 10 and 11 of Article 177.

(k) Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Court of Directors.

A. G. STEPHEN, Acting Chief Manager.

Hongkong 21st July, 1914.

## PUBLIC COMPANIES

## S.S. "TINGSANG" (Wrecked)

SHIPPERS and Underwriters interested in the cargo of this steamer are requested to communicate with the Under-signer within three months from date.

GILMAN &amp; Co.

Lloyd's Agents

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO. LTD.

## NOTICE TO SHAREHOLDERS

AN INTERIM DIVIDEND OF FIFTY CENTS per share for the 5½ Months ending 30th June, 1914 will be PAYABLE on FRIDAY 14th AUGUST, 1914, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from a Tuesday 4th August to Friday 14th August (both days inclusive), during which period no Transfer of Shares can be Registered.

By order of the Board of Directors,

JOHN ARNOLD, Acting Secretary.

Hongkong, 28th July, 1914.

## NOTICES

## SPECIAL ARMY ORDER.

War Office, 7th August, 1914.

## PARDON FOR DESERTERS.

H.M. The King has been graciously pleased to approve of pardons being granted to soldiers who were in a state of desertion from the Regular Forces on the 5th August, 1914, and who surrendered themselves in the United Kingdom on or before the 4th September, 1914, or at any station abroad where there are Regular Forces on or before the 4th October. They will forfeit all service prior to the date of surrender but such service may subsequently be restored under the conditions laid down in the King's Regulations for restoration of service forfeited under Section 79 of the Army Act, 1908, which may have been or may be placed at the disposal of the Imperial Government for the War, will be granted a free pardon, and at the expiration of their service in such Corps, will not be claimed for further service in the Regular Forces of the United Kingdom. They will, however, forfeit all service rendered in the Regular Forces of the United Kingdom, prior to the date of such enlistment. The provisions of this order will not be applied to men who have fraudulently or improperly enlisted.

By Command of the Army Council.

R. H. BRADY.

## BAZAAR IN AID OF FLOOD

RELIEF FUND.

THE Committee solicit the aid of the Public, and will be pleased to receive gifts of articles of any description for the above.

LAU HU PAK, Chairman.

Chinese Chamber of Commerce, 32, Des Voeux Road Central.

## NOTICE

WE have closed our Retail Business until further notice.

F. BLACKHEAD &amp; Co.

## STOCKBROKERS' ASSOCIATION OF HONGKONG

The above Association will be closed until further notice from Saturday, 1st August, 1914.

By Order of the Association,

A. G. STEPHEN, Acting Chief Manager.

Hongkong 21st July, 1914.

## BANKS

## INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York  
London Office: 1, Abchurch Lane, E.C. 4

## BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Capital and Surplus: \$100,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the terms of the Standard Conditions, at rates which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS issued on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

DOMESTIC LETTERS OF CREDIT are issued on all the principal cities in the United States.

PURCHASE AND SALE of Stocks and Shares.

TRAVELLERS' CHECKS sold and cashed.

General Manager.

Queen's Road, Hongkong

Hongkong, 1st Nov. 1912.

## THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorised Capital Yen 40,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,900,000

Head Office.—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Interest Allowed on Current Accounts.

Deposits received and paid at rates to be ascertained on application.

ENHIO, Manager.

Hongkong, 6th April, 1913.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,800,000

Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 11th April, 1912.

## NOTICES

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO. LTD.

(Capital Paid up £1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & Co. (General Managers.)

Hongkong, 14th March 1913.

## PEAK TRAMWAY LIMITED

WEEK DAYS.

7.00 AM to 8.00 AM Every 15 Mins.

8.00 AM to 9.00 AM Every 15 Mins.

9.00 AM to 10.00 AM Every 15 Mins.

10.00 AM to 11.00 AM Every 15 Mins.

11.00 AM to 12.00 PM Every 15 Mins.

12.00 PM to 1.00 PM Every 15 Mins.

1.00 PM to 2.00 PM Every 15 Mins.

2.00 PM to 3.00 PM Every 15 Mins.

3.00 PM to 4.00 PM Every 15 Mins.

4.00 PM to 5.00 PM Every 15 Mins.

5.00 PM to 6.00 PM Every 15 Mins.

6.00 PM to 7.00 PM Every 15 Mins.

7.00 PM to 8.00 PM Every 15 Mins.

8.00 PM to 9.00 PM Every 15 Mins.

9.00 PM to 10.00 PM Every 15 Mins.

10.00 PM to 11.00 PM Every 15 Mins.

11.00 PM to 12.00 AM Every 15 Mins.

12.00 AM to 1.00 AM Every 15 Mins.

1.00 AM to 2.00 AM Every 15 Mins.

2.00 AM to 3.00 AM Every 15 Mins.

3.00 AM to 4.00 AM Every 15 Mins.

4.00 AM to 5.00 AM Every 15 Mins.

5.00 AM to 6.00 AM Every 15 Mins.

6.00 AM to 7.00 AM Every 15 Mins.

7.00 AM to 8.00 AM Every 15 Mins.

8.00 AM to 9.00 AM Every 15 Mins.

9.00 AM to 10.00 AM Every 15 Mins.

10.00 AM to 11.00 AM Every 15 Mins.

11.00 AM to 12.00 AM Every 15 Mins.

12.00 AM to 1.00 AM Every 15 Mins.

1.00 AM to 2.00 AM Every 15 Mins.

2.00 AM to 3.00 AM Every 15 Mins.

## BANKS

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

Paid-up Capital £15,000,000

RESERVE FUNDS:

Sterling £1,500,000 at 2½%

Silver \$17,650,000

\$32,650,000

Reserve Liability £15,000,000

Proprietors £15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale, Chairman.

W. L. Patterson, Esq., Deputy Chairman.

S. H. Dodwell, Esq.

G. T. M. Edkins, Esq.

O. S. Gubbay, Esq.

P. H. Holyoak, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. Sherrin.

CHIEF MANAGER: Hongkong—N. J. Slade

ACTING MANAGER: Shanghai—J. D. Smart.

London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:

On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent per annum.

For 6 months, 3½ per cent per annum.

For 12 months, 4 per cent per annum.

A. G. STEPHEN, Acting Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ per cent per annum.

Depositors may transfer at their option balances of £100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the Hongkong and Shanghai Banking Corporation,

A. G. STEPHEN, Acting Chief Manager.

## DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up Sh. Tals 7,500,000

Head Office.—Shanghai.

Board of Directors.—Berlin.

Branches: Berlin, Calcutta, Canton, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons.

The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

Dresdner Bank.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUTSCHKE, Manager.

Hongkong, 9th Oct. 1911.

## THE MERCANTILE BANK OF INDIA LIMITED.

Authorised Capital £1,500,000

Subscribed " 1,125,000

Paid Up " 562,500

Reserve Fund " 462,500

BANKERS: Bank of England, London Joint Stock Bank, Limited.

Every description of Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

## THE ALEXANDRA CAFE

Cann't be better, it's equalled.

For Bread, Cakes, Confectionery, and meals with Wines & Liquor.

## EXCHANGE

Belling 1/11/16 Nom.

Demand 1/11/16 Nom.

30 d/s 1/11/16

60 d/s 1/11/16

4 m/s 1/11/16

D/D Shanghai 75 Nom.

Private 30 d/s sight

D/D Singapore 84

D/D Japan 86

T/T India 147

Demand India 147

T/T Bombay 147

Demand Bombay 147

T/T Calcutta 147

Demand Calcutta 147

T/T San Francisco 86 1/4

T/T San Francisco 86 1/4

Demand, New York 47 1/2

D/D Java 118 1/4

Subsidiary Coins.



## CONSIGNEES

## PACIFIC MAIL STEAMSHIP COMPANY.

From SAN FRANCISCO, JAPAN  
PORTS and MANILA.

## S.S. "MANCHURIA"

The above mentioned vessel having arrived, consignees of cargo are hereby notified to send their Bills of Lading for counter signature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Unloading remaining on board Thursday, 13th August 1914 at 5 p.m. will be subject to landing charges and if undelivered Monday 17th instant, 1914 at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All damaged and otherwise damaged cargo will be examined at the above Company's godown Monday August 17th, 1914, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before September 10th, 1914 otherwise they will not be recognized.

R. C. MORTON, Agent.

Hongkong, 10th August, 1914.

## NOTICE TO CONSIGNEES

From KOBE & MOJI.

## THE Steamship

"DILWARA."

Having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd. Agents.

Hongkong, 5th August, 1914.

## INDO CHINA STEAM NAVIGATION CO. LTD.

From CALCUTTA, PENANG & SINGAPORE.

## THE Company's Steamship

"YATSHING."

Having arrived from the above ports, consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 8th inst. will be landed at consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by—

JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 7th August, 1914.

## CONSIGNEES

## MOGUL LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

From GLASGOW, LIVERPOOL  
and STRAITS.

## THE Steamship

"LENNOX"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 31st inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd. Agents.

## "BEN" LINE OF STEAMERS

## NOTICE TO CONSIGNEES.

The Steamship

"BEN LOMOND."

From ANTWERP, MIDDLES-

BRO, LONDON AND STRAITS.

## CONSIGNEES of Cargo are

hereby informed that all

Goods are being landed at their

risk into the hazardous and/or

extra hazardous Godowns of the

Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence

and/or from the wharves delivery

may be obtained.

No claims will be admitted

after the Goods have left the

Godowns, and all Goods remain-

ing undelivered after the 17th

August will be subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 24th Aug.,

or they will not be recognized.

All broken, chafed, and damaged

Goods are to be left in the Go-

downs, where they will be ex-

amined on the 17th instant, at

11 a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 10th August, 1914.

## SILIMPON COAL.

## BUNKERS

can be supplied at cheap rates

at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling

for bunker coal exclusively are

exempt from all shipping dues

and charges.

A BUNE.

## POST OFFICE

Parcel Post to Europe.—The Public are advised that to post Parcels for Europe at present owing to the suspension of the mail service. The Parcel Post service to Europe and other countries beyond is for the present suspended.

Until further notice the mail notices will contain only the approximate date of sailing of ships. They are all liable to be cancelled. All changes of sailing and post-ponements of ships will be posted up on the G. P. O. mail notices.

The Chiyen, with the Mails from London (via Japan) of Tuesday, the 11th inst., and Wednesday, the 12th inst., is due to arrive here on Friday, the 14th inst.

The E. of Japan with the Canadian and American Mails (via Tokyo Maru) is due to arrive here tomorrow.

Siberian Chiyen, 14th inst.

Canadian & American, 15th inst.

MAILS TO EUROPE.

Straits—Per EUMAEUS 15th inst. 5 p.m.

TO-MORROW

Fort Bayard, Halphong and Fakhri—Per

Shanghai & North China—Per YING-

CHOW, 15th Aug. 2 p.m.

Sakou—Per LAERTE, 15th Aug. 3 p.m.

Formosa via Keelung, Japan

via Moji, Victoria BC & Seattle.

—Per AKI MARU, 15th inst.

5 p.m.

FRIDAY, 14th Aug.

Swatow, Amoy & Foochow—Per HAI-

YANG, 14th Aug. 10 a.m.

Japan via Nagasaki and Seattle—Per

MINNESOTA, 14th inst. 11

a.m.

Tientsin—Per CHEONGSHING, 14th

inst. 11 a.m.

Shanghai, N. China & Japan via Kobe

—Per YATSHING, 14th Aug.

11 a.m.

Philippine Is., Australia, Tas-

mania, & New Zealand via

Port Darwin—Per CHANG-

SHA, 14th Aug. 11 a.m.

AUGUST 15th

SATURDAY, 15th A. G.

Philippine Is.—Per LOONGSHING, 15th

inst. 1 p.m.

Shanghai & N. China—Per LIANG-

HOW, 15th Aug. 11 a.m.

## SHIPPING NEWS.

## ARRIVED.

Halshing, Br. s.s. 1267, Passmore, 11th inst.—Swatow, 11th inst. Gen.—D. L. & Co.

Loongshing, Br. s.s. 1290, Leask, 11th inst.—Manila, 8th inst. Gen.—J. M. & Co.

Changsha, Br. s.s. 1463, G. Gambull, 11th inst.—Manila, 8th inst. Gen.—B. & S.

Selin, Norw. s.s. 866, D. E. Horbringer, 11th inst.—Bangkok, 3rd inst. Rice—Chinese.

Dela, Br. s.s. 4780, Le Meare, 11th inst.—Shanghai, 8th inst. Gen.—P. and O. S. N. & Co.

## DEPARTED.

August 11.

Bendora for Bangkok

Luzon Maru for M. J.

Kangping for Canton

Nippon Maru for Saigon

Kwanglo for Canton

Halshing for Foochow via Swatow

Brilomond for Yokohama via Nagasaki

Hirano Maru for London via Singapore

Tsimah for Saigon via Amoy

Tatara for Swatow

August 12.

Taiwan Maru for Hongkong

Mausong for Liverpool via Singapore

China for San Francisco via Shanghai

Rickness for Foochow

Kweilin for Shanghai

August 2.

Sungkiang for Halphong via Hoibow

Talshun for Shanghai via Tientsin

Tenn for Hoibow via Manila

Lion for London via Manila

Eumreus for London via Singapore

August 11.

Perseus, K.shima Maru from London—

Mr & Mrs Chung Yan-soo, Miss T. H.

Chung Yan-woo, T. Banahaw, Chang,

Miss Kikawa, Mrs J. Baillie Guthrie,

Miss L. Baillie Guthrie, Dr N. Yamamoto,

Dr K. Hayashi, Miss J. Fowler and Mr K.

Ochial.

August 12.

Arrivals from China—Brigand, Poly-

The following vessels have passed the

Canal—Molniam, Prinzess Alice, Scandia,

Vorwarts.

London, 21 July.

Arrivals from China—Agapenor, P.

Ludwig, Arabia, Nordenf.

The following vessels have passed the

Canal—Perseus, Phenicia.

London, 28 July.

Arrival from China—Hitchi Maru.

The following vessels have passed the

Canal—Benary, Canton, Glenary, Ma-

chaon, Myrmidon, Nubia, Peking, Soro-

no, Sithonia, Nellore.

London, 31 July.

Arrivals from China—Achilles, Brna-

silia, Chalister, F. Bulow, Goeben.

The following vessels have passed the

Canal—Miyasaki Maru, Aenne, Rick-

mers Helgoland Deucalion, Kosmon.

Oysters, Fresh, Fried or Stewed

Findon Baddocks, Kippers &

ALEXANDRA CAPE.

Hongkong, 23rd July, 1914.

## WEATHER REPORT.

On the 11th at 11.45.—Pressure is still highest over Japan. It is nearly stationary along the coast from Shanghai to Cape St. James, but has decreased moderately over Formosa and N. Luzon.

At 8 a.m. this morning the typhoon was in about latitude 10° N. and longitude 124° E., travelling N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbour- W. to N.W. winds, moderate; line.

2 Formosa Channel. Northerly gale.

3 South coast of China be- The same as No. 1.

tween H.K. and Lamook.

5 South coast of China be- Light or variable winds.

tween H.K. and Hainan.

China Coast Meteorological Register.

12th Aug., a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

W'atsook 7a 29.81 w 2

Namuro 6a 29.81 w 0

Hakodate 29.91 0 0

Tokio 29.93 0 0

Kochi 29.84 0 0

Nagasaki 29.84 0 0

Kagima 29.84 0 0

Oshima 29.77 0 0

Naha 29.69 3

Ishijima 29.69 3

Bonin Is. 29.69 3

Chefoo 29.77 77 95 oc 1 cm

Whalwei 29.77 77 95 oc 1 cm

Hankow 29.77 77 95 oc 1 cm

Shanghai 29.77 77 95 oc 1 cm

Kiungking 29.77 77 95 oc 1 cm

Changsha 29.77 77 95 oc 1 cm

Shanghai 29.77 77 95 oc 1 cm

Gutaleff 29.77 77 95 oc 1 cm

Sharp P. 29.77 77 95 oc 1 cm

Amoy 29.77 77 95 oc 1 cm

Swatow 29.77 77 95 oc 1 cm

Taihuo 29.77 77 95 oc 1 cm

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